

# Submission on the Environmental Impact Statement for Sydney Metro West

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# 1. Introduction

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This submission focuses on the Sydney Metro West station in Westmead (“Westmead Metro Station”) and the Sydney Metro West alignment in Westmead. The submission considers interchanges at Westmead between Sydney Metro West trains and other public and private transport modes, including Parramatta Light Rail trams and buses.

## 2. My “Westmead Grand Central” proposal

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In September 2018 I first developed a proposal for a station location immediately to the north of Westmead Railway Station (which I will refer to as “my ‘Westmead Grand Central’ proposal”). This proposal, and several updated versions of the proposal which have refined and updated the original proposal, were submitted to Sydney Metro, as well as to the following, amongst many others:

- the Minister for Transport, Andrew Constance MP (no substantive response received)
- the Parliamentary Secretary for Transport, Eleni Petinos MP (no substantive response received)
- the local member for Seven Hills (the electorate in which the proposed station is located), Mark Taylor MP
- the local member for the immediately adjacent electorate of and Granville, Julia Finn MP
- the local member in the adjoining electorate (within 400m of the proposed station location) of Parramatta, Geoff Lee MP (no substantive response received)
- the Parramatta Light Rail project team

Almost all serious, substantive feedback about my proposal has received has ranged from supportive to strongly supportive. Feedback has been received from Westmead businesses, from hundreds of customers, residents, workers in the hospitals and in the health and education precinct, MPs, local councillors, senior members of the Parramatta Light Rail project team, industry groups, and lobby groups.

A version of this proposal (which has been modified to focus only on Westmead) is included as an appendix – see file “Proposal for Westmead Grand Central - Appendix to EIS submission by Peter Mendes-Shineberg 20200612”. This provides a more graphical explanation of my proposal, including details not covered in this main submission document. ***Readers of this submission are advised to view this presentation now before continuing.*** This is best viewed as a slideshow (as animations and transitions help to properly illustrate the proposal); however, as only PDF files can be submitted via the Major Projects web site, it is provided in PDF format.

### 3. *Three* station location options for Westmead

There should be no confusion between the metro station location advocated by this submission – namely, a location immediately to the north of Westmead Railway Station – and the “Westmead North” location evaluated in the EIS (see “Chapter 3 - Sydney Metro West development and alternatives”, p3-4, Table 3-3), which is located towards the northern end of Hawkesbury Road.

The figure to the right is a modification of Figure 3-1 in the EIS (see “Chapter 3 - Sydney Metro West development and alternatives”, p3-4). The yellow dotted rectangles show the three Westmead metro station location options:

- Option 1. **Westmead North**, presumably having a north-south orientation, adjacent to Westmead Hospital and The Children's Hospital at Westmead. This option is rejected in the EIS.
- Option 2. **Westmead South**, with an east-west orientation, immediately to the south of Westmead Railway Station. This option is presented as the preferred option in the EIS.
- Option 3. **Westmead Central**, with an east-west orientation, immediately to the north of Westmead Railway Station. This option is advocated by this submission. *Inexplicably, this option was not even considered in the Environmental Impact Statement.*

“Westmead Grand Central” is the name I have given to the proposed building/structure at the Westmead Central location, in recognition of the fact that this would contain a major integrated multi-modal transport interchange linking:

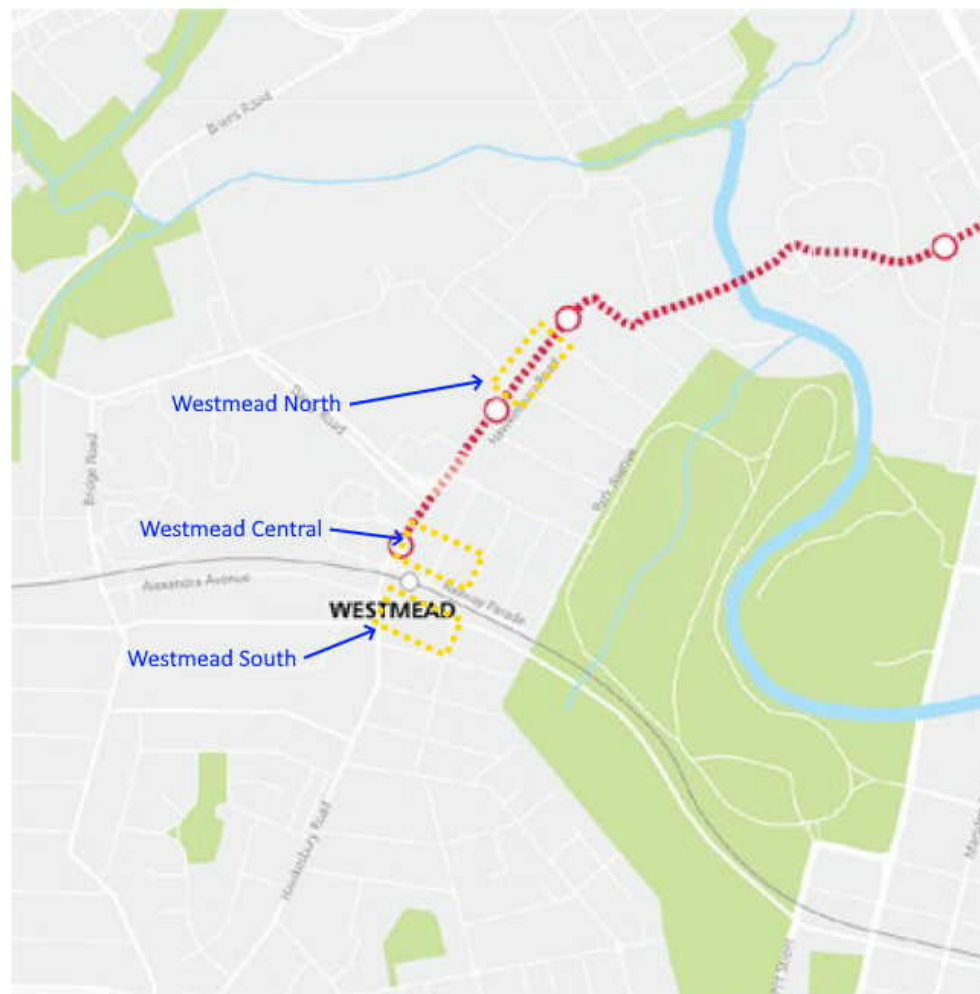
- heavy rail trains,
- metro trains (with the metro station within/under the building),
- Parramatta Light Rail trams (with the tram stop within/beside the building), and
- buses (on Darcy Road),

as well as Westmead Innovation Quarter and Westmead Hospital.

The integrated station development would also incorporate a shopping centre and public space. Additional use of building/air space is possible.

Some confusion might arise from the descriptor “**Westmead North**”. In the context of Chapter 3 of the EIS, this refers to the station location option described as “Westmead North”. But “Westmead North” – also called “Westmead (North)” – has different meanings in other contexts. In particular, the *Westmead as a Planned Precinct* policy announced in November 2017 by the Department of Planning and Environment divides the suburb of Westmead into two discreet precincts, divided by the T1/T5 railway line; namely:

- **Westmead (North)**, characterised as the **health and education area**.
- **Westmead (South)**, characterised as the **residential area**.



Furthermore, the T1/T5 railway line is the dividing line between:

- **two local government areas:** to the **north**, the City of Parramatta, and to the **south**, Cumberland.
- **two NSW State Parliament (Legislative Assembly) electorates:** to the **north**, the electorate of Seven Hills, where the sitting member is Mark Taylor MP of the Liberal Party, and to the south, the electorate of Granville, where the sitting member is Julia Finn MP the Labor Party.

*Although the proposals I submitted to Sydney Metro have clearly advocated a Westmead Central station location, not a single mention of this option appears in the EIS.*

## 4. Preliminary evaluation of the *three* location options for a Westmead Metro Station

The *three* (not two) location options for a Westmead Metro Station are:

- **Option (1): Westmead North**, adjacent to Westmead Hospital and The Children's Hospital at Westmead, perhaps some 500m from Westmead Railway Station, presumably with a north south orientation (though this is not specified in the EIS), and presumably under Hawkesbury Road. This option was rejected in the EIS.
- **Option (2): Westmead South**, immediately to the south of Westmead Railway Station, with an east-west orientation (parallel to Westmead Railway Station). This option was presented as the preferred option in the EIS.
- **Option (3): Westmead Central**, immediately to the north of Westmead Railway Station, with an east-west orientation (parallel to Westmead Railway Station). This option was not considered in (or was ignored by) the EIS.

It must again be emphasised that the preliminary evaluation of the *Westmead North station location* option is completely different from what the preliminary evaluation of a *Westmead Central station location* might be. This is clearly evident in the following table, which takes comments for options (1) and (2) from the EIS:

| <b>Criterion</b><br>Distilled from evaluation comments in the EIS, in order of their appearance in the EIS | <b>Option (1): Westmead North:</b><br>rejected in the EIS.<br>Comments are from the EIS.  | <b>Option (2): Westmead South:</b><br>presented as the preferred option in the EIS.<br>Comments are from the EIS.                              | <b>Option (3): Westmead Central:</b><br>not considered in the EIS.<br>Comments are mine.  | <b>Evaluation and ranking</b><br>Options (1), (2) and (3) are ranked from highest to lowest.  |
|--|---|--|---|---|
| <b>Connectivity to the health and education super precinct</b>   | <i>This option would enable a metro station at Westmead to be closer to the health precinct and support delivery of the Westmead health and education super precinct.</i> | <i>A new metro station at the existing Westmead Station would improve accessibility to the Westmead health and education super precinct...</i> | A new metro station at the existing Westmead Station would improve accessibility to the Westmead health and education super precinct, with a direct pedestrian link to Westmead Hospital... | Option (1) provides the greatest connectivity to the health precinct.<br><br>Option (2) is the furthest from the health precinct, and is thus the least preferable option.<br><br>While Option (3) is not as close to the health precinct as Option (1), it is 100m closer than Option (2)..<br><br><b>Rank: 1<sup>st</sup>: Option (1), 2<sup>nd</sup>: Option (3), 3<sup>rd</sup>: Option (2)</b> |

| <b>Criterion</b><br>Distilled from evaluation comments in the EIS, in order of their appearance in the EIS | <b>Option (1): Westmead North:</b><br>rejected in the EIS. Comments are from the EIS.  | <b>Option (2): Westmead South:</b><br>presented as the preferred option in the EIS. Comments are from the EIS.   | <b>Option (3): Westmead Central:</b><br>not considered in the EIS. Comments are mine.   | <b>Evaluation and ranking</b><br>Options (1), (2) and (3) are ranked from highest to lowest.   |
|--|--|--|---|--|
| <b>Connectivity to the Westmead South residential precinct</b>   | [This is not mentioned in the EIS.]  | <i>...while also supporting renewal of the Westmead South residential precinct.</i>  | ...while also supporting renewal of the Westmead South residential precinct by providing increased public transport, retail shopping and public space amenity, while avoiding any compulsory acquisition and demolitions in this precinct.              | Option (1) provides least benefit to the residential precinct.<br>Option (3) provides increased amenity to the residential precinct without the adverse impacts of option (2).<br><b>Rank: 1<sup>st</sup>: Option (3), 2<sup>nd</sup>: Option (2), 3<sup>rd</sup>: Option (1)</b>  |
| <b>Direct interchange with Parramatta Light Rail Stage 1 (PLR/trams)</b>                                   | <i>It would also offer customers an opportunity to transfer to and from Parramatta Light Rail.</i>   | <i>This option would offer the opportunity to create a high-quality interchange for customers at Westmead with ... Parramatta Light Rail.</i><br><br>My comment: As the interchange is not direct (separated by some 100m), it cannot be fairly described as a “high-quality interchange”. | This option would offer the opportunity to create a <b>direct</b> high-quality interchange for customers at Westmead with Parramatta Light Rail, with the PLR tram terminus directly above, and potentially in the same building as, the metro station. | Option (1) provides one or two interchanges to PLR. However, as the PLR stops are in the middle of the road, the design may be awkward, and as there is no interchange with heavy rail at this location, the value of the interchange is diminished.<br><br>Option (2) does not provide a direct interchange with PLR, and the assertion that it is a “high-quality interchange” is questionable.<br><br>Option (3) provides a direct, high-quality interchange to PLR. (If anything is “high quality”, it’s this.)<br><b>Rank: 1<sup>st</sup>: Option (3), 2<sup>nd</sup>: Option (1), 3<sup>rd</sup>: Option (2)</b> |
| <b>Direct interchange with the T1 and T5 lines</b>   | <i>It would not provide a direct connection with the T1 Western Line and therefore would not provide relief to the existing Sydney Trains suburban rail network.</i> | <i>This option would offer the opportunity to create a high-quality interchange for customers at Westmead with the T1 Western Line and T5 Cumberland Line.</i>   | This option would offer the opportunity to create a high-quality interchange for customers at Westmead with the T1 Western Line and T5 Cumberland Line.   | Option (1) does not provide a connection to heavy rail.<br><br>Options (2) and (3) both have the potential to provide equally high quality interchanges to heavy rail.<br><b>Rank: Equal 1<sup>st</sup>: Options (2) and (3), 3<sup>rd</sup>: Option (1)</b>   |

| <b>Criterion</b><br>Distilled from evaluation comments in the EIS, in order of their appearance in the EIS | <b>Option (1): Westmead North:</b><br>rejected in the EIS.<br>Comments are from the EIS. | <b>Option (2): Westmead South:</b><br>presented as the preferred option in the EIS.<br>Comments are from the EIS.                          | <b>Option (3): Westmead Central:</b><br>not considered in the EIS.<br>Comments are mine.   | <b>Evaluation and ranking</b><br>Options (1), (2) and (3) are ranked from highest to lowest.   |
|--|--|--|--|--|
| <b>Direct interchange with buses</b>   | [This is not mentioned in the EIS.]  | <i>This option would offer the opportunity to create a high-quality interchange for customers at Westmead with ... T-way bus services.</i> | This option would offer the opportunity to create a high-quality interchange for customers at Westmead with T-way bus services at the reserved T-way on Darcy Road, adjacent to Westmead Hospital. | Option (1) does not provide a connection to T-Way buses.<br><br>Option (2) provides connections to T-Way buses, but it will be necessary to cross the road to catch some buses.<br><br>and (3) provides connections to T-Way buses with no need to cross any roads.<br><br><b>Rank: 1<sup>st</sup>: Option (3), 2<sup>nd</sup>: Option (2), 3<sup>rd</sup>: Option (1)</b> |

To enable a simple comparison, if the 1<sup>st</sup> ranked options for each criterion are awarded 2 points, the 2<sup>nd</sup> ranked options are awarded 1 point, and the 3<sup>rd</sup> ranked options are awarded no points, the score would be as follows:

**1<sup>st</sup> place:** Option (3), Westmead Central (*not in the EIS*): **9 points**

**2<sup>nd</sup> place:** Option (2), Westmead South (from the EIS): 4 points

**3<sup>rd</sup> place:** Option (1), Westmead North (from the EIS): 3 points

***The clear winner – by a wide margin – is Option (3), Westmead Central.***

## 5. More detailed comparison of Westmead South and Westmead Central locations

My proposal recommended that Westmead Metro Station be located immediately to the north of, and adjacent and parallel to, Westmead Railway Station. The EIS, by contrast, proposes that Westmead Metro Station be located immediately to the south of, and parallel to, Westmead Railway Station.

Although a **Westmead North location** (at the northern end of Hawkesbury Road) has been evaluated (see Chapter 3 page 3-4), **my proposal is completely different** from and **must not** be confused with this. Having said that, it should be noted that some of the benefits of a Westmead North location also apply to a Westmead Central location.

*There is no mention at all* within the EIS of a Westmead Central location being considered, despite my proposal having covered this in detail, and despite my numerous representations advocating this option. Accepting that a Westmead North location is ruled out, there is no comparison in the EIS of the two remaining locations – Westmead South and Westmead Central – both of which are adjacent to Westmead Railway Station. In the absence of this comparison in the EIS, I have provided a comparison in the table below. This table goes into more detail than the table under heading “4. Preliminary evaluation of the **three** location options for a Westmead Metro Station”.

| Criterion   | Westmead South: immediately to the <u>south</u> of Westmead Railway Station   | Westmead Central: immediately to the <u>north</u> of Westmead Railway Station   | Evaluation  |
|---|---|---|---|
| <b>Direct interchange with the T1 and T5 lines</b>  | As proposed in the EIS, there will be one entrance/exit to Westmead Metro Station; namely, on Hawkesbury Road. Metro passengers transferring to regular trains will presumably therefore be required to walk downhill (parallel to the railway line) in the open air for a distance of about 50m east of the metro station exit to reach the pedestrian overpass over the railway station, unless there is some sort of direct link to the railway station’s pedestrian overpass. | As per my proposal, the pedestrian overpass over the railway station would extend across Railway Parade, connecting with the “Westmead Grand Central” building.<br><br>Metro passengers transferring to regular trains will take an escalator or lift to Hawkesbury Road level (probably up two levels) and will walk on a level plane (i.e., not a slope) through the “Westmead Grand Central” building and, still on the same level, across the pedestrian overpass linking to the railway station’s pedestrian overpass. | The Westmead Central location provides better integration with the T1 and T5 lines, as: <ul style="list-style-type: none"> <li>• Passengers remain entirely within a building or under cover when transferring, protecting passengers from the elements.</li> <li>• Passengers will walk on a level plane, making transfer easier and more convenient.</li> </ul> <p><b>Westmead Central is preferable.</b></p> |
| <b>Direct interchange with Parramatta Light Rail Stage 1 (PLR/trams).</b> The PLR terminus is on the northern corner of Hawkesbury Road and Railway Parade. | Metro passengers transferring to trams will be required to walk across the Hawkesbury Road bridge and will then need to cross Railway Parade at a signalised crossing, all in the open air for a distance of about 100m, before arriving at the tram terminus. If connecting tunnels are built, these will need to be long, very deep and expensive.  | Metro passengers transferring to trams will simply take an escalator or lift to Hawkesbury Road level (probably up two levels) and will arrive immediately at the tram terminus. It will not be necessary to walk through any pedestrian tunnels.   | The Westmead Central location is clearly preferable, as there would be a direct connection which can be fully enclosed in a single building.<br><br><b>Westmead Central is preferable.</b>  |

| Criterion   | Westmead South: immediately to the <u>south</u> of Westmead Railway Station   | Westmead Central: immediately to the <u>north</u> of Westmead Railway Station  | Evaluation  |
|---|---|--|---|
| <p><b>Direct interchange with buses.</b> The nearest two-way dedicated T-Way is on Darcy Road at the intersection with Hawkesbury Road.</p> | <p>Although the EIS does not discuss bus stops, I expect that bus stops will be located on each side of the realigned Alexandra Avenue and/or on each side of Hawkesbury Road near the front entrance to the station. Metro passengers transferring to buses heading west on Alexandra Avenue or heading north on Hawkesbury Road will need to cross the road at a signalised crossing to get to the bus stop.</p>  | <p>As per my proposal, a pedestrian tunnel would extend from “Westmead Grand Central” under Hawkesbury Road to the Westmead Hospital entrance (via the Westmead Innovation Quarter), linking to bus stands at the northern end of Darcy Road.</p> <p>This interchange with buses would be similar to the bus interchange at Bondi Junction Railway Station.</p> <p>Metro passengers transferring to buses would take an escalator or lift (probably up one level), walk about 100m through the tunnel and arrive at the Darcy Road bus stand, all while under cover.</p>   | <p>The Westmead Central location provides better integration with buses, as passengers remain entirely under cover when transferring to buses in both directions, protecting passengers from the elements. Furthermore, buses heading west from this bus stand will enjoy uninterrupted T-Way travel to Rouse Hill.</p> <p><b>Westmead Central is preferable.</b></p>   |
| <p><b>Connectivity to the health and education super precinct</b></p>   | <p>The metro station <i>lies <u>outside the health and education super precinct</u></i>. Metro passengers heading to the Westmead Hospital will be required to walk across the Hawkesbury Road bridge, will then need to cross Railway Parade at a signalised crossing, and will then need to cross Hawkesbury Road at a signalised crossing, all in the open air for a distance of about 350m. If connecting tunnels are built, these will need to be long, deep and expensive, requiring escalators and lifts at Westmead Hospital.</p> | <p>As per my proposal, the metro station <i>lies <u>within the health and education super precinct</u></i>. A pedestrian tunnel would extend from “Westmead Grand Central” under Hawkesbury Road to the Westmead Hospital entrance via the Westmead Innovation Quarter (about 50m to the Innovation Quarter, about 100m from there to Westmead Hospital entrance, totalling about 150m). Given the slope of land from Hawkesbury Road down to the hospital entrance, it is likely that the pedestrian tunnel would be at the same level as the hospital entrance, with no need for escalators or lifts.</p> <p>This option would enable the metro station to connect directly to, and support delivery of, the Westmead health and education super precinct.</p> | <p>The Westmead Central location is clearly preferable, as it lies <i><u>within</u></i> the health and education super precinct with direct connectivity to Westmead Hospital. By contrast, the Westmead South location is outside this precinct, and it requires a walk of some 350m, fully exposed to the elements, and it entails the crossing of the Hawkesbury Road bridge and Railway Parade.</p> <p><b>Westmead Central is preferable.</b></p> |



| Criterion  | Westmead South: immediately to the <u>south</u> of Westmead Railway Station  | Westmead Central: immediately to the <u>north</u> of Westmead Railway Station   | Evaluation  |
|--|--|---|---|
| <b>Noise and vibration impacts</b> on nearby noise sensitive businesses that operate medical equipment | The metro station is separated from the health and education precinct by the T1/T5 railway line which when passing under Hawkesbury Road lies within a cutting. This cutting will help to avoid noise and vibration impacts during demolition, excavation or construction on nearby businesses that operate medical equipment; however, noise and vibration impacts will be experienced by residents and by Westmead Public School.  | There might be some noise and vibration impacts during demolition, excavation or construction on nearby noise sensitive businesses that operate medical equipment, as well as on the heritage-listed St. Vincent's and Farmhouse buildings. Measures would need to be taken to abate these impacts.   | The Westmead South location is preferable, as noise and vibration is more likely to cause impacts to noise sensitive businesses that operate medical equipment on the northern location.<br><br><b>Westmead South is preferable.</b>  |
| <b>Avoiding or minimising potential impacts on property and land use</b>                               | This option will involve demolition of all properties within the area bounded by Hassall Street, Bailey Street, Hawkesbury Road and Alexandra Avenue.<br><br><b>18 properties</b> will be demolished, the vast majority of which are residential.<br><br>There is an opportunity to further develop this space as an integrated development.<br><br>Businesses which draw customers from residents currently living in the construction site may be affected, including in particular businesses in Westmead Shopping Village. These businesses are already significantly affected by Parramatta Light Rail works, which have resulted in foot traffic from Hawkesbury Road being blocked. | As per my proposal, this option would involve demolition of all properties within:<br><ul style="list-style-type: none"> <li>• <b>Site A:</b> The area bounded by Hawkesbury Road, Railway Parade, and Ashley Lane, up to and including 149 Hawkesbury Road. (Only 2 buildings remain standing on this site.)</li> <li>• <b>Possibly also Site B:</b> If the eastern boundary needs to extend beyond Ashley Lane (toward Central Avenue): 21-23 Railway Parade and 16 Ashley Lane.</li> <li>• <b>Possibly also Site C:</b> If the eastern boundary needs to extend fully to Central Avenue: 16 Railway Parade and 6, 8 and 12 Central Avenue.</li> </ul> <p>Sites A+B+C (8 properties) are larger than the construction site proposed in the EIS.</p> | For the Westmead South location, most of the demolished properties are residences, and potentially hundreds of people will be forced from their homes.<br><br>For the Westmead Central location, a large proportion of the site is already owned by Transport for NSW and has already been demolished, and a large proportion is unsightly and decrepit commercial properties which can be replaced with a new iconic building at the gateway of Westmead containing a transport interchange, a shopping centre (much more substantial than existing facilities) and a significant public space, possibly extending over Ashley Lane.<br><br><b>Westmead Central is preferable.</b> |

*The Westmead Central location immediately to the north of Westmead Railway Station is preferable for 5 out of 6 criteria.*

It is by no means clear why, considering each relevant criterion, the Westmead South location was the preferred option of the EIS. When I have asked people associated with Sydney Metro or Transport for NSW to explain or to justify:

- why the Westmead Central location was not considered, or
- what evaluation was performed (if any) of the Westmead Central location, or
- how the Westmead Central location compares to the Westmead South location,

people have been either unwilling or unable to do so. Even Sydney Metro West's Westmead Place Manager, Robin Baird, provided no explanation or justification.

## 6. Connectivity to Parramatta Light Rail and to the health and education super precinct

### Failure to properly consider connectivity (precisely when connectivity must be considered!)

When I raised issues of connectivity of the Westmead metro station to Parramatta Light Rail, I was told by Sydney Metro West's Westmead Place Manager, Robin Baird, that "connectivity to the hospital precinct and Parramatta Light Rail Stage 1 ... will be incorporated into plans which will be exhibited in a separate EIS process." These issues of connectivity extend not only to connectivity to Parramatta Light Rail but also to connectivity to the health and education precinct (whether via PLR or pedestrian access).

Despite the fact that a Westmead Central station location would provide superior connectivity to a Westmead South station location, the implication from the Westmead Place Manager is that I should patiently wait for a later, separate EIS process to comment on this. To delay discussion of connectivity about the transport interchange that Westmead is meant to become seems preposterous: *the very point of an interchange is connectivity.*

Surely, the reality is that by the time this "separate EIS process" takes place, it will be far too late to change the station location. It is patently absurd and even a dereliction of their duty to serve the best interests of the community to suggest that Sydney Metro should, for the time being, refuse to reconsider the station location on grounds of connectivity at this stage of the planning process.

### Failure to disclose relevant information about connectivity in the Sydney Metro West interactive portal

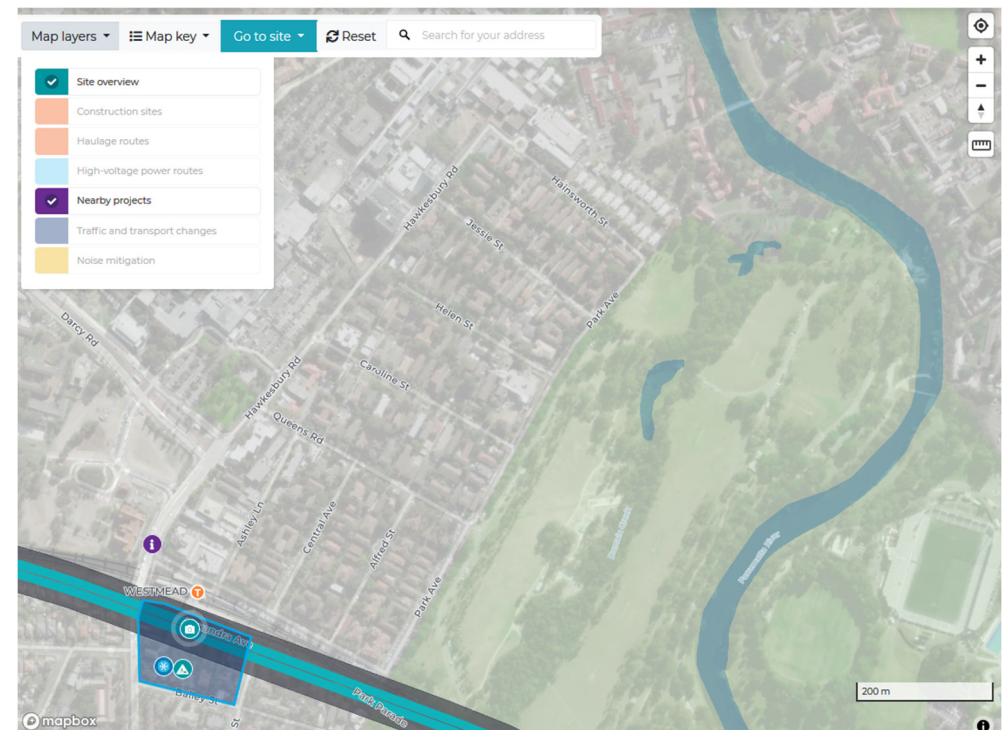
The Sydney Metro West interactive portal consists of a map showing the proposed alignment and station locations of Sydney Metro West.

Generally speaking, integration of different modes of public transport is essential in ensuring effectiveness of the public transport network as a whole - public transport projects do not exist within a vacuum. Since the EIS portrays Westmead as an interchange (which I support), this surely requires the best possible integration of Sydney Metro West and Parramatta Light Rail. But even though Parramatta Light Rail will have been operational years before Sydney Metro West becomes operational, there is little more than passing mention of the PLR throughout the EIS, even though both projects are already inextricably and fundamentally linked.

As I have argued in this submission, the Westmead South station location does not provide the best possible interchange between Sydney Metro West and Parramatta Light Rail. This would be more obvious if the Parramatta Light Rail alignment and stops were actually shown (perhaps as a selectable layer) on the interactive portal.

However, the Parramatta Light Rail alignment and stops in Westmead are *not shown* in the interactive portal. A screen capture of the portal, at right, shows this. It also shows that PLR is not available as a map layer. An "i" icon can be shown indicating "nearby projects", which when clicked, provides a link to the PLR web site. Users of the interactive portal would need to proactively select this layer, click on the "i" icon and then conduct their own research to of the PLR web site just to see where the PLR alignment and stops would be on this map. Not many people will do this. The result is that contributors to the EIS are thus effectively denied relevant information.

Even more mystifying is the fact that PLR alignment and stops on the old Carlingford railway line *are shown* on the interactive portal. The implication is that some parts of the PLR alignment and some of the PLR stops are relevant (i.e., Camellia to Carlingford), but others are not relevant (including in Westmead). This makes no sense.



## 7. Impacts of a Westmead Central site on property

### Sites A, B and C

The proposed building/structure at this Westmead Central location (Westmead Grand Central) would comprise Site A, and optionally (for demolition/excavation purposes only, or for the final Westmead Grand Central building/structure) Site B and, if even more space is required, Site C. (The sites are illustrated in the appendix to this submission – see file “Proposal for Westmead Grand Central - Appendix to EIS submission by Peter Mendes-Shineberg 20200612”.) The sites are defined as follows (see at right):

- **Site A (yellow outline):** The area bounded by Hawkesbury Road, Railway Parade, and Ashley Lane, up to and including 149 Hawkesbury Road on the northern side. (Only 2 properties stand on this site.)
- **Site B (green outline):** If the eastern boundary of Site A needs to extend beyond Ashley Lane: 21-23 Railway Parade and 16 Ashley Lane.
- **Site C (pink outline):** If the eastern boundary of Site B needs to extend all the way to Central Avenue: 16 Railway Parade and 6, 8 and 12 Central Avenue.

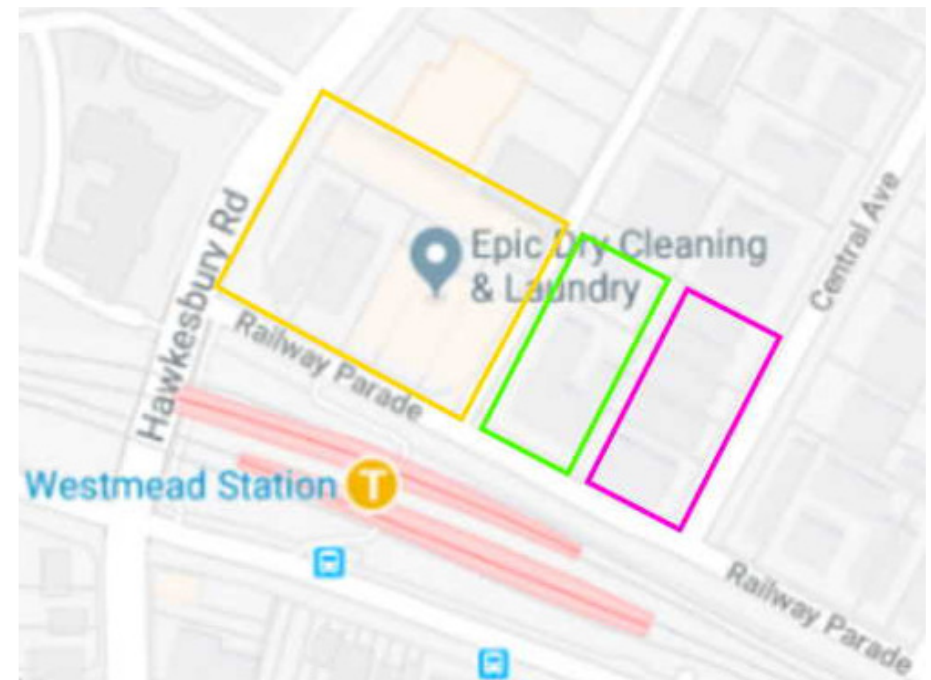
### Impacts within Site A

28 Railway Parade and 149 Hawkesbury Road are owned by Transport for NSW, and have already been demolished. The Parramatta Light Rail project team (not to mention Transport for NSW) will need to plan accordingly in order to accommodate these works.

Businesses in 24-26 Railway Parade (which are already significantly affected by Parramatta Light Rail works) and 27 Railway Parade would need to be closed and the property owners and business owners compensated. Compensation of property owners might include monetary compensation, granting ownership of property or air space rights, or some combination thereof.

### Impacts within Sites B and C

All of these sites are residential. If impacted, owners and tenants should be fairly and generously compensated.



## 8. Risk of delays in selecting the Westmead Central site

If a decision to select the Westmead Central site immediately to the north of Westmead Railway Station is delayed, there is a significant risk that substantive construction works on the PLR tram terminus will become aborted works, or could make excavation and construction of the Westmead Metro Station (and Westmead Grand Central) more difficult. A slight shift to the east of the Westmead Central site might avoid impacts on any PLR tram terminus and associated works (including an electricity substation at 149 Hawkesbury Road) on which construction has started or been completed, but it might impact more residential properties.

The Parramatta Light Rail project team (not to mention Transport for NSW) will need to take this into consideration. One cannot help but wonder at the timing of Parramatta Light Rail works at 28 Railway Parade and 149 Hawkesbury Road – part of the proposed Westmead Grand Central main site. The timing is such that, around the close of submissions for the EIS, a (feeble and disingenuous) excuse may be made that the Westmead Central metro station location can no longer be considered due to the progress of, or difficulty of modifying, Parramatta Light Rail works at this site. (If any attention had been paid to my proposal since September 2018, this could have been anticipated and plans modified accordingly.)

## 9. Stakeholder engagement and the planning process

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### Lack of credence in EIS process to influence decisions on alignment and station locations, and lack of opportunities prior to the EIS

Despite my ongoing engagement with several retail businesses in Westmead, including as part of my role as a member of the Business Reference Group for Parramatta Light Rail Stage 1, Sydney Metro did not proactively engage with me, nor with any of the businesses in Westmead Shopping Village.

Despite my clear interest in, and substantial work on, the location of the metro station in Westmead, Sydney Metro did not disclose any relevant information to me about, nor actively engage with me regarding the location of the metro station in Westmead. The following e-mail is typical of the level of detail I have ever received from the Sydney Metro West Project Communications Team (received on 10 April 2019):

Sydney Metro have confirmed stations in the key precincts of Westmead, Parramatta, Sydney Olympic Park, The Bays and Sydney CBD. Further design and planning work is currently being undertaken by the project team to determine suitable station locations and a preferred alignment. We anticipate the planning approvals process for Sydney Metro West will commence later this year. This will provide the community and stakeholders another opportunity to have their say on the project.

As previously advised, we are not currently calling for submissions, but I have passed on your updated presentation to the project team.

I note we have your details on our email list, and you will receive updates as the planning process progresses. The community will be encouraged to have their say on the project during the formal planning exhibition period.

It should be noted that the advice from Sydney Metro regarding station locations was tantamount to “wait until the EIS exhibition period”. However, it is difficult to accept that once the EIS is published, the likelihood of station locations other than those selected for the EIS will be seriously countenanced. Apart from making a submission to the EIS, there appears to have been no way of meaningfully engaging with Sydney Metro, or the State Government, regarding station locations.

Precinct partners – in particular, the Westmead Alliance – did not engage with businesses in and around Westmead Shopping Village and did not respond to attempts by me to contact them, and it is possible that influencers within the Westmead Alliance were unaware of my proposal. The Westmead Alliance cannot purport to represent businesses in and around Westmead Shopping Village, nor can it purport to represent Westmead as a whole. Consultation with the Westmead Alliance does not replace consultation with the broader Westmead community.

Cynically, I might go as far as to say that the process of engagement for members of the community (such as me) – including people who have made a significant effort attempting to actively represent part of the community (again, such as me) – and the planning process of which engagement should be part – is a charade. We know on the morning of the announcement by the State Government of the South Westmead station location, residents and businesses in the construction site for this location were told that their properties would be compulsorily acquired. If the opportunity to “have a say on the project during the formal planning exhibition period” is genuine, why are arrangements already being made to compulsorily acquire properties as though this were a fait accompli? Why are residents and businesses in the construction site being told that they need to vacate by a particular date and monies being offered to facilitate this? If matters relating to connectivity which are directly relevant to the choice of station location are not to be considered until a later, separate EIS process, how can any alternative station location (such as what I am proposing) be seriously entertained? How, then, can a reasonable concerned member of the community expressing well considered and well researched views, and providing sensible, viable and even superior alternatives, be sincerely assured that their views will be seriously entertained, rather than contemptuously dismissed and ignored?

An analogy which occurs to me is set in a restaurant. Imagine a cook scrambling an egg for a patron before the patron has placed her order. When questioned about this, the cook gives a disingenuous assurance that the process can be reversed, even after the scrambled egg is served, and that the unscrambled egg can instead be poached or fried. In the meantime, the waiter continues to assure the hapless patron that she can provide feedback about the type of egg she prefers. When the scrambled egg is brought to her table, her complaint that she did not order a scrambled egg results in a contemptuous dismissal.

## Failure of engagement with the Minister for Transport, the Parliamentary Secretary for Transport and the local MP

On 5 March 2019, I wrote a message (via the official contact web form for the Minister for Transport) regarding my proposal. The proposal itself was included as an attachment.

At right is the response I received on 3 April 2019 from “Transport Feedback (no reply) <response@transport.nsw.gov.au>” (their reference 00777165):

This is typical of the sort of formulaic, brochureware-based, dismissive response I have come to expect. There is no opportunity to engage in any sort of meaningful dialogue; no opportunity to respond; no indication that the work I have submitted has been looked at beyond a cursory glance; and no assurance that my work has been passed on to the relevant people for serious appraisal.

In fact, the response was so careless that, in the obvious process of the author copying and pasting, reference is made to an enigmatic “Mr Williams” (never mentioned by me, and quite unknown to me), who apparently may be pleased to know that there will be a metro train at least every four minutes. While it’s especially great news that “Mr Williams” may be pleased, I am not at all pleased that this correspondence appears merely to be a copy/paste job with some minimal tweaking of wording, and that it fails to address in any substantive way any of the specifics of my proposal.

Dear Mr Mendes-Shineberg

Thank you for your correspondence to the Minister for Transport and Roads about metro stations at Westmead and Parramatta. I have been asked to respond to you.


I note your comments and appreciate the reasons that prompted you to write. Sydney Metro has confirmed there will be stations in the key precincts of Westmead, Parramatta, Sydney Olympic Park, The Bays and the Sydney CBD. I am advised that further design and planning work is being carried out to determine other suitable station locations and a preferred alignment. A core objective of Sydney Metro West is to provide a new mass transit solution for our city's two key centres. This project is part of the *Future Transport 2056* strategy for the next forty years of transport in Sydney, and it can be viewed on the website at [future.transport.nsw.gov.au](http://future.transport.nsw.gov.au). The planning approvals process for Sydney Metro West is anticipated to commence later this year. This will provide the community and stakeholders another opportunity to have their say on the project.

You may be aware, Sydney Metro will be Australia's first fully automated railway and is a standalone rail network that will revolutionise the way Sydney travels. Services will start in the first half of next year and link major rail lines, Sydney Metro Northwest, formerly the North West Rail Link, between Chatswood and Bankstown via a second harbour tunnel and through the CBD. Sydney Metro will transform how Sydneysiders travel around their city, with its high frequency turn up and go services. Mr Williams may be pleased to know that there will be a metro train at least every four minutes in each direction at peak times at full operational mode, with ultimate capacity to run every two minutes each way under the centre of Sydney.

More information about the Sydney Metro West Project is available at [www.sydneymetro.info](http://www.sydneymetro.info), by calling 1800 612 173 or by email to [sydneymetrowest@transport.nsw.gov.au](mailto:sydneymetrowest@transport.nsw.gov.au). You may also register your interest should you wish to receive updates on the project.

Thank you for taking the time to write.

Yours sincerely



20/04/2019

**Terry McSweeney**  
Principal Manager, Ministerial & Government Services

Determined not to be ignored, I followed up with representations to the local member (Mark Taylor MP) and others. On 5 September 2019, I was advised by the electorate office of Eleni Petinos that in order to invite Minister for Transport Andrew Constance or Parliamentary Secretary for Transport Eleni Petinos to visit on site, I would need to formally invite them through the local member (Mark Taylor). On the same day, I sought advice from Mark Taylor’s office regarding what protocols should be followed in formally extending an invitation via his office. I followed these protocols and extended the invitation, checking back over the phone to ensure that I had correctly followed the protocols.

**Regrettably, I never heard back from anyone regarding this invitation.** On 7 April 2020, I wrote an e-mail, addressed to several people including Eleni Petinos, Parliamentary Secretary for Transport, about this failure to respond to my invitation. In my e-mail, I addressed the following question to Eleni Petinos:

...your office advised me to send this invitation through Mark Taylor's office, and ... you were one of the invitees - did you ever receive the invitation?

It should be quite obvious to any reader that I am seeking a yes/no response to this question – hopefully with an explanation. Yet the response I received on 14 April 2019 from “Transport Feedback (no reply) <response@transport.nsw.gov.au>” (see at right) was condescendingly and contemptuously dismissive (their reference 01043588), entirely failing (or perhaps refusing?) to answer my question, with the operative words being that **“there is nothing to add”**.

So, was the invitation received, or wasn't it? We may never know. One may even speculate that the Government doesn't want us to know.

At right is the letter from Eleni Petinos, received on 8 August 2019 (sent from “Transport Feedback (no reply) <response@transport.nsw.gov.au>”) (their reference: 00854177) to which the “there is nothing to add” letter referred:

**Despite following up several times with Mark Taylor's office, I have never had a response from his office confirming that the invitation was ever sent.** There has been no attempt to meaningfully engage with me; there is a lack of substance in responses; and there is a clear rejection of any dialogue with me.

Had I organised a petition, organised a public meeting, or engaged with the local newspaper, I might have had more success. However, when I intimated that I was considering this, I was specifically advised by Mark Taylor's office on Wednesday 26 June 2019 against doing this, as I was told that this was likely to antagonise the Minister for Transport. Instead, I was advised to act individually and discreetly and to put my proposal in writing to the Minister. I duly complied, but I now realise that this advice led only to the failed outcomes which I have recounted above.

I can only conclude that I have effectively been sidelined, and that my proposal has been ignored, or perhaps even concealed. One can only speculate as to what has happened, and as to the reasons for this.

Dear Mr Mendes-Shineberg

Thank you for your correspondence to the Parliamentary Secretary for Transport and Roads about transport infrastructure at Westmead. I have been asked to respond to you.

While I note your further comments, there is nothing to add to the Parliamentary Secretary's response to you dated 8 August 2019.

Thank you for taking the time to write.

Yours sincerely



07/05/2020

**Terry McSweeney**  
Principal Manager  
Ministerial Correspondence

Dear Mr Mendes-Shineberg

Thank you for your correspondence to the Member for Seven Hills, which was referred to the Minister for Transport and Roads about transport infrastructure at Westmead. The Minister has asked me to respond on his behalf.

The Parramatta Light Rail and Sydney Metro West project teams meet regularly to discuss and ensure an integrated approach to the delivery of the Westmead interchange, which will include train and bus services. The Westmead terminus for Stage 1 of the Parramatta Light Rail will be built at the corner of Hawkesbury Road and Railway Parade.

I am advised that you are a valued member of the Parramatta Light Rail Business Reference Group and have met with the project team to discuss your proposal. The project team has shared your presentation with the Sydney Metro West team for consideration.

We anticipate that the planning approvals process for Sydney Metro West will commence later this year, at which time the community will be encouraged to have a say on the project, including station locations.

I trust this information is of assistance.

Yours sincerely



08/08/2019

**Eleni Petinos MP**  
Parliamentary Secretary for Transport and Roads

cc: Mr Mark Taylor MP, Member for Seven Hills

## Issues raised by stakeholders and responses in the EIS

Appendix C (Stakeholder and community engagement) of the EIS documents issues raised by stakeholders, and responses are provided to these issues. Some relevant extracts of this Appendix C are provided here, along with my comments (shown in red).

**Issue raised:** Concern that it is difficult to comment without decision on station locations, design and integration.

**Response:** The Environmental Impact Statement provides information on the station locations. There will be more opportunities provided through the planning assessment process and ongoing community and stakeholder feedback to provide comment input into station design and integration.

**EIS reference:** Chapter 6 (Concept description).

**My comments:** There is no reference in Chapter 6 (Concept description) to a Westmead Central station location. References to a station location on the north side of Westmead Railway Station *all assume a “Westmead North” location.*

**Issue raised:** Westmead’s metro station should have been on the north side of Westmead railway station rather than south. The north side is closer to health, education and business premises

**EIS reference:** Chapter 3 (Sydney Metro West development and alternatives)

**My comments:** This could well be referring to my proposal for Westmead Central station location. However, in Chapter 3, the "Westmead North" station location is evaluated, but there is *no reference to a Westmead Central station location*, which is also on the north side of Westmead Railway Station.

## 10. Recommendations

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This submission echoes the recommendations of my “Westmead Grand Central” proposal; namely, that:

1. the Westmead Metro Station be located at the Westmead Central site, immediately to the north of Westmead Railway Station.
2. the interchange be high quality – namely, with full, tight integration of heavy rail trains, metro trains, Parramatta Light Rail trams and buses within as compact a space as possible and with a minimum of walking distance between transport modes.
3. transfer between modes be quick, easy, convenient and safe, without the need for passengers to cross any roads, and with passengers sheltered from sun and rain. All transfers should be on level surfaces, or provide lifts or escalators. Accessibility needs of disabled passengers should, as far as practicable, be met.
4. passengers be able to walk under cover and on level surfaces (or if not level, via escalators or lifts) from any public transport mode to Westmead Hospital. An overpass linking Westmead Grand Central to Westmead Railway Station, and tunnels linking Westmead Innovation Quarter and Westmead Hospital, facilitate this.
5. the station location support the health and education super precinct by being as close as possible to major facilities within the precinct, and by linking as tightly and as seamlessly as possible with other transport modes to provide connectivity to the precinct.
6. Westmead Grand Central be an iconic building as a gateway to Westmead, and that the amenity to the community be maximised (such as by including food courts, restaurants, recreation, community facilities, courtyards, children’s play spaces, rooftop gardens etc.).
7. dislocation of existing residents be minimised.
8. disruption to hospitals and businesses be minimised.

Furthermore, this submission recommends that:

1. all necessary actions be taken by the Parramatta Light Rail project team to accommodate a Westmead Central metro station location.
2. no action be taken to compulsorily acquire properties to the south of Westmead Railway Station and that all such existing action cease.
3. any impacts associated with preliminary actions to compulsorily acquire properties to the south of Westmead Railway Station be adequately redressed.
4. the EIS be amended, or an appendix or addendum added, to address all omissions relating to the option of a Westmead Central station location (immediately to the north of Westmead Railway Station).

## 11. Concluding remarks

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*There is a pervasive blindness in the EIS to a Westmead Central station location. There also seems to be a profound unwillingness of Sydney Metro West and of the State Government to entertain any consideration of a Westmead Central station location or to discuss the matter with me.*

Sadly, I would have to assume, based on past performance – including, in particular, how two years of my efforts have culminated in an EIS in which my proposal has been completely ignored – that this submission will be similarly ignored, and that my efforts will have been a waste of time. I have written this submission in the faint hope that it will be considered, and that it will make a difference for the better for generations to come. I hope that those generations to come will reflect upon this process and its outcomes, and will never have any reason to regret that the wrong decision was made.

Yours sincerely,

Peter Mendes-Shineberg

Mobile: 04-3887-6997

E-mail: petermendesshineberg@gmail.com

5 Crinan Court, Castle Hill, NSW 2154

**My business:**

Epic Dry Cleaning & Laundry

Shop 1, Westmead Shopping Village

24-26 Railway Parade

Westmead, NSW 2145

Phone: 8677-0576

E-mail: info@epicdrycleaning.com